

MODELS: General Dynamics (Consolidated) (Army) C-87A (Approved 1/6/48)

SPEC. NUMBER: L-30-2

(Eligible for Certification in Limited Category only.)

(Holder of Limited Type Certificate: William P. Odom, Roslyn, L.I., NY)

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| Engines | Pratt & Whitney R-1830-43 or -65 |
| Fuel | Grade 100/130 |
| Engine limits | Maximum continuous (Sea level) 43.5 in. Hg., 2550 rpm (1100 hp) (6200 ft.) 41.0 in. Hg., 2550 rpm (1100 hp) |
| | Take-off 48.0 in. Hg., 2700 rpm (1200 hp) |
| Propellers | Hamilton Standard 23E50 hub; 6353A-18 or 6477A-0 |
| (See NOTE 2) | blades. Diameter 11'7". |
| Airspeed limits | (See NOTE 2) Glide or dive - 355 mph |
| Maximum weight | 56,000 lbs. |
| C.G. range | 23 percent MAC to 32 percent MAC |
| Datum | 311.5 inches forward of center line of main wheels |
| MAC | 123.7" L.E. MAC 260 in. aft of datum |
| Other Operating Limitations | Technical Order AN-01-bCA-1, 4/25/46 |
| Certification basis | Limited Type Certificate No. 30 (CAR 9 effective 11/21/46) |
| Production basis | None may be produced under this approval |
| Export eligibility | Not eligible for a Certificate of Airworthiness for Export |

EQUIPMENT:

No equipment other than engines and propellers are specified. However, such equipment as required by Civil Air Regulations Part 43.30 for the particular operation authorized for NC aircraft must be installed. Also, any additional equipment necessary for the proper operation of the aircraft. In addition, the aircraft may incorporate such military equipment (except armament) as was originally incorporated in the type for military or naval service. Additional equipment may be installed as can be substantiated on the basis that it presents no obvious hazard to safety.

NOTE 1. Weight and Balance Report including list of equipment included in the certificated empty weight must be submitted for each aircraft. Army or Navy weight records in current condition may be submitted in lieu of an actual weight. The equipment list need include no more than the following:

- (a) Required equipment as defined under "Equipment" above.
- (b) Additional items as may be reasonably removable and are so located or of such weight that their removal or addition could noticeably affect the weight and balance of the aircraft. Items built into the aircraft structure need not be listed. The equipment list must be prepared by the applicant for the approval of the certifying C.A.A. representative, and in such form that it can be attached to the C.A.A. Operation Limitations.

NOTE 2. The following placards must be prominently displayed in the positions indicated:

- (a) In full view of passengers: "This is a military type aircraft and under the Civil Air Regulations shall not be used for the carriage of passengers or cargo for compensation or hire."
- (b) In the cockpit in full view of the pilot:
 - "Do not exceed 155 mph with flaps fully extended or 190 mph with flaps extended 10 degrees."
 - "Do not lower landing gear at a speed in excess of 155 mph."
 - "Slow down to 150 mph when flying in extremely turbulent air."
 - "Do not use automatic pilot at a speed less than 155 mph."
 - "Do not exceed 355 mph with 41,000 pounds or more gross weight."
 - "Do not exceed 325 mph with 47,174 pounds or more weight."
 - "Do not exceed 275 mph with 56,000 pounds gross weight."
 - "With 23E50/6353A-18 propellers installed, avoid operation between 1900 and 2050 rpm."

NOTE 3. The following statement must appear on the Operation Limitations: "This airplane must be operated at all times within the limitations set forth in Army Technical Order No. AN-01-5CA-1 except for limitations specifically called out in Aircraft Specification AL-30 in which case the values given in the Specification must be observed. A copy of the pertinent Army Technical Order and Aircraft Specification AL-30 must be carried during flight." In all cases it will be the responsibility of the applicant to secure copies of the Army Technical Orders. The C.A.A. does not have these documents available for distribution.

NOTE 4. If any repairs or modifications are made prior to and/or subsequent to NL certification, it is the responsibility of the owner to furnish

sufficient evidence to a C.A.A. representative to show that the modified airplane maintains the same degree of airworthiness as the original. The C.A.A. can give no technical assistance on such matters since complete structural data for NL aircraft are not required by Part 9 and therefore are not available in the C.A.A.

NOTE 5. For certification for night flying the following must be accomplished:

- (a) Replace the wing position lights with certificated units or satisfactorily modify the lights if pertinent. NOTE: Type A-9 wing position lights (AN-3033-5 through -8) may be satisfactorily modified by painting the inside frosted portion of the cover black. Type A-9 (AN-3033-1 through -4) are satisfactory without modification.
- (b) Replace the tail light with a certificated unit.
- (c) If "Bright and Dim" conditions are provided for the position lights, either the resistors should be disconnected from the circuits and a single-pole-single-throw switch should be used to replace the two single-pole-double-throw switches presently installed for wing-tip and tail lights or the switches should be placarded to indicate that only the "bright condition" should be used. In either case the tail light and wing-tip lights should operate on one switch.

No original NL airworthiness certificates may be issued after 8/31/48. The list of mandatory changes required prior to original certification may be obtained from CAA Aircraft Service, Washington 25, D.C. Attn: A-298.